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INVESTIGATION OF DROP TANK INCIDENT WAS CONDUCTED AND REVEALED THE FOLLOWING:

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1. ON 6 AUG 67 TANKS WERE INSTALLED ON ART 373 FOLLOWING REMOVAL OF WIRING INSTALLATION. FUNCTIONAL TESTS WERE PERFORMED IN COMPLIANCE WITH APPLICABLE DRAWINGS AND TMOM.

2. ON 7 AUG 67 ART WAS FUELED AND TOWED TO LAUNCH SITE. AFTER TOWING ART APPROX 1/2 MILE THE L/H PYLON DROPPED, REMAINING UPRIGHT ON THE TAXIWAY AND RETAINING ALL IT'S FUEL. BOTH DROP TANKS WERE DEFUELED AND THE ART WAS RETURNED TO THE HANGER.

3. CLOSE EXAMINATION OF DROP TANK ACTUATORS REVEALED THAT BOTH 75W27-4 HOOKS HAD ROTATED TO A POSITION WHERE ONLY PIN POINT CONTACT EXISTED BETWEEN

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GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

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THE 75W32-10 SLEEVE AND THE 74W27-4 HOOKS. ALSO P/N 75W28 HAD A CRACK RUNNING PERPENDICULAR FROM THE .3125 DIA HOLE TO THE LOWER END OF THE PART. BELIEVE THE CRACK HAD NO INFLUENCE ON THE DROPPING OF THE TANK.

4. OPERATION OF THE L/H AND R/H ACTUATORS AND HOOKS WITHOUT A LOAD AND WITH A SIMULATED DROP TANK LOAD OF 600 LBS WAS NORMAL.

5. THE HOOK POSITION AT TIME OF TANK DROP COULD BE SIMULATED ONLY BY PLACING THE RELEASE SWITCH IN THE RELEASE POS, AND MOMENTARILY MOVING THE ARM SW TO THE "ARM" POS, AND THEN "OFF".

6. IT IS BELIEVED THAT THE SYSTEM WAS INADVERTANTLY MOMENTARILY ACTUATED, IN THE ABOVE MANNER BY AN UNKNOWN INDIVIDUAL SOMETIME BETWEEN THE TIME OF DROP TANK INSTALLATION AND THE TOWING OF THE ARTICLE. SUGGEST SHIELDED RELEASE SW BE SATIFIED AND THAT [REDACTED] EXPLORE THE POSIBILITY OF SHIELDING THE ARM SW AS THIS IS THE SW THAT PUTS PWR TO THE ENTIRE SYSTEM.

7. [REDACTED] NOW CONSIDERS ART 373 AS THE PRIMARY ART FOR [REDACTED] DEPLOYMENT. THE ONE OPERATIONAL DOPPLER NAV SYSTEM WILL BE INSTALLED AND FLT CHECKED ASAP.

8. REQUEST [REDACTED] ASSEMBLE AND AIR MAIL ASAP ONE SP-75W28 FITTING AND ASSOCIATED FASTENERS AND 25 EACH MS 29513-9, MS 29513-11 "O" RINGS.

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